

Ae 825
3. A84
V26/9
Copy 3



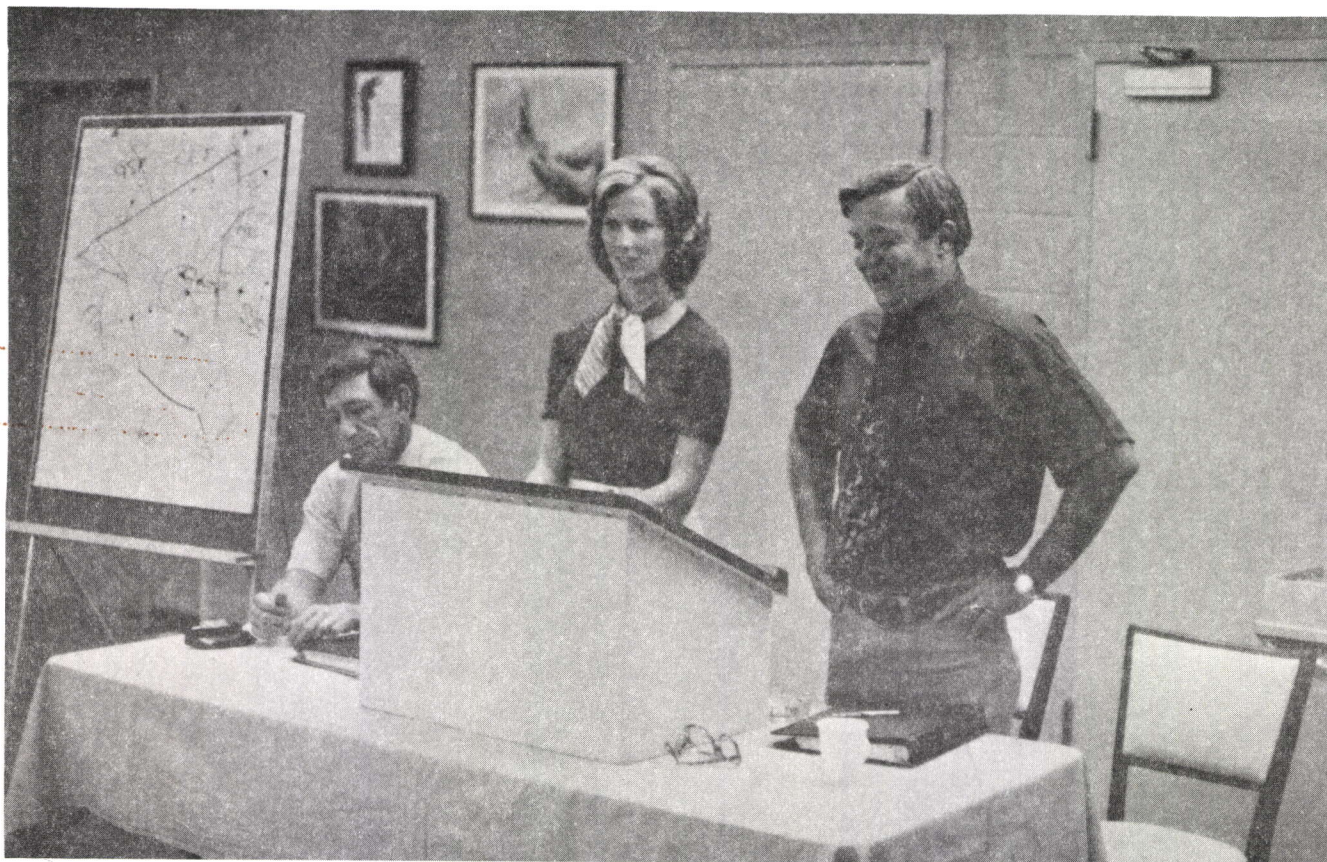
S. C. STATE LIBRARY
APR 23 1993
STATE DOCUMENTS

South Carolina Aeronautics Commission Aviation Newsletter

No. 9

SEPTEMBER 1976

Vol. 26



Fengl, Manning, Gardner

On Monday night August 16, 1976, personnel from the Columbia Air Traffic Control Tower presented a pilot-controller forum. The meeting was held in the Emerald Room of the Terminal building. Subjects discussed during the session included ATC, Stage III Radar services and IFR operations.

The Gamecock areas, airspace set aside for military training, came in for quite a bit of discussion. We suggest that you check these out in A.I.M. for a clear understanding of where they are.

The program was presented by Claude Gardner and Herb Fengl, and Emmie Manning served as moderator.

ADAP BILL

The Airports Division of the Federal Aviation Agency and the South Carolina Aeronautics Commission sponsored a meeting to discuss the new ADAP Bill that has just been approved by the Congress and signed into law.

The meeting was held in Columbia on August 24, 1976 at 10:00 a.m. in the Auditorium of the Opportunity School located on the Columbia Metropolitan Airport Complex and was conducted by Harold Little, Chief Airports Division of the Southern Region FAA and his staff and John Hamilton, Director of the S.C. Aeronautics Commission. Over 65 members of Airport Commissions throughout the state were present for the discussion of funding requirements for the new bill. It appears that South Carolina will be allocated approximately \$360,000 for the transition quarter and a like amount for 76-77 for general aviation airports and approximately 3 million for each period for airline airports.

AIR SHOWS

Three excellent air shows have been scheduled for the South Carolina area for the coming months.

The first will be the 9th annual Boys Home of South Air Show on September 12. This will be held at the Greenville Downtown Airport. An impressive array of talent has been booked for this event. Aerobatic performers include: Barry Brock, Bob Russell, Dwight Cross, Jr., and a Phantom F-4 a group of WWII Warbirds will be on hand in addition to Military State Displays. The Green Beret and the Navy Frogmen Parachute Teams will also perform. Proceeds for this annual event are used

to help support the Boys Home of the South.

The second Annual Spirit of 76-Fly-In will be held at Georgetown County Airport, September 17-19, 1976.

The 3-day event is now established as an annual celebration, with hundreds of antique, classic and homebuilt aircraft along with world war II fighter planes converging on the Georgetown County Airport. Again this year, aerobatics will thrill the audiences on Saturday and Sunday, and the highlight this year will be the staging of a full-blown Regional Formula One and Formula VEE Air Race, sanctioned by the Professional Race Pilots Association of America.

The Spirit of 76 Fly-In is sponsored by the Georgetown Chapter No. 543, Experimental Aircraft Assoc.

On Sunday October the 24th, Pope Air Force at Fayetteville, N.C. will hold an open house program. They had a first class show last year and are planning another excellent program this year. Included will be the famous USAF Thunderbirds and the Army Golden Knights Parachute team. In addition to the Air Show the latest military aircraft will be on display.

BREAKFAST CLUB NEWS

On August 1, the South Carolina Breakfast Club met at Greenwood. The meeting was well attended with 20 airplanes arriving at the Greenwood Airport. Sixty-three people enjoyed a very delicious buffet at the Lakeside Restaurant. On August 15, the Breakfast Club met at the Florence Airport. Sixty people attended the meeting and 20 aircraft flew in.

The schedule for the Breakfast Club is as follows: August 29, Clarendon County; September 12 Down-

SOUTH CAROLINA WING NEWS



Colonel Douglas T. Abercrombie

This issue of the South Carolina Aeronautics Commission Aviation Newsletter is truly a milestone for the South Carolina Wing, Civil Air Patrol. The circulation of this publication will allow the Wing to reach the vast numbers of aircraft owners and pilots in South Carolina who are not members of the Civil Air Patrol, as well as supply informative items to current members. Future issues of the Newsletter will contain information of interest to the aviation community.

We in Civil Air Patrol are interested in the continued growth of our three primary and vital missions: (1) Emergency Services Program, (2) Cadet Program, and (3) Aerospace Education Program. You as a pilot, are interested in aviation.

To this end, and being an aircraft owner and pilot, there would be no finer way for you to serve your fellow aviator in times of distress than to become an active member of the Civil Air Patrol's Emergency Services Program (Search and Rescue). If you can not become an active member, are an aircraft owner, but would still like to join, we welcome your membership in the aircraft owners category. You need not attend regular meetings, but will be required to part-

icipate in two practice missions (SARCAPS) or actual missions (REDCAPS) each year.

Membership information may be obtained by sending your name, address and telephone number to: S.C. Wing, Civil Air Patrol, P.O. Box 5991, Columbia, S.C. 29250. You will be advised of the nearest CAP Squadron to you. If there is no Squadron near you, and if there is sufficient interest in your area, a Squadron will be organized.

SUMMER ENCAMPMENT

The South Carolina Wing, Civil Air Patrol, held its annual Cadet Summer Encampment at Shaw AFB, S.C., August 7-14, 1976. Seventy-five cadets from throughout the State attended this activity. Thanks to the help of the personnel at Shaw AFB, particularly 1Lt. Ramsey and 2Lt. Durham; the Encampment Commander, Capt. Trenton McCall; the Air Force Liaison Office; and the other senior members of Civil Air Patrol that supervised the activity, this year's encampment was a great success.

Summer encampments are held to enable cadets to live in the environment of an active Air Force installation for one week each year and gain first-hand knowledge of Air Force operations and what military life is all about. Attendees go through a rigorous schedule, which includes orientation flights in modern Air Force aircraft; briefings and actual participation in many functions of the installations; inspections, drill, and recreational activities. Awards are presented to cadets demonstrating the best leadership ability.

The 1977 Summer Encampment is scheduled to be held at an Air Force installation in Florida. Due to the cost of transportation, attendance will be very competitive. If you know of young people, between the ages of 13 and 21, who wish to join the Civil Air Patrol and attend functions such as this, please contact the S.C. Wing, CAP, by writing to P.O. Box 5991, Columbia, S.C.; or call 758-2098 or 751-7011.

FAA NOTES

The Columbia General Aviation District Office moved into their new building this month. The new building which is located just south east of the tower,

has ample space for the entire office including a testing room and a conference room. The new phone number is 765-5931.



Ms. Rogers, Ms. Johnson, Miss Smith

Winner of Sweepstakes Airplane Announced----Sgt. Robert P. Curry, McGuire Air Force Base, New Jersey, faces the monumental decision of which \$40,000 airplane to choose, after drawing the lucky ticket as grand prize winner of the Safe Pilot Sweepstakes II, conducted by the General Aviation Manufacturer's Association in support of the FAA Accident Prevention Program.

During the year-long Sweepstakes, more than 250,000 pilots attended some 5,000 free safety seminars. Pilots could submit one card to the Sweepstakes for each seminar they attended. The winner was chosen at random.

Curry who has been flying since 1963, is a multi-engine, instrument-rated pilot, with Ground Instruc-



New GADO Facility

tor Rating. He plans to retire from the Air Force in December 1976 and devote full time to flying as a flight instructor and charter pilot.

Maintenance Notes----NTSB, during a recent accident investigation, released the following: A Piper PA-23-250C aircraft struck the ground in a high speed spiral. The aircraft had been altered by the installation of a "long" nose assembly. The control system modification required by Airworthiness Directive 72-21-07 had not been accomplished.

Additionally, the aircraft maintenance record and weight and balance information had not been revised as required to reflect the alteration and weight and balance changes.

Your attention is directed to Section 43.5 of the FARs regarding return to service requirements following alterations of this type.

Nonfatal Weather-Involved General Aviation Accidents

The NTSB recently conducted a special study of nonfatal, weather-involved general aviation accidents. In their study of those accidents, they found 7,856 such accidents occurred from 1964 through 1974. They examined circumstances surrounding those accidents and drew conclusions which should be of interest to all pilots.

As a result of its study, the Safety Board concluded that most nonfatal, weather-involved accidents occurred during the landing regime, either during the landing roll or during level off and touchdown, when unfavorable wind conditions existed and when the weather was VFR. Unfavorable winds were cited more than 5 times more frequently as a cause or factor than were low ceilings, and more than 16 times more frequently than thunderstorm activity. The Safety Board pointed out that most of the pilots involved in the "unfavorable wind" accidents simply did not compensate properly for the ambient wind conditions or used poor judgment where they attempted to land. On the other hand, the lack of appropriate wind measuring equipment on the ground or the misinterpretation of a windsock, for example, could have contributed to some of the accidents.

A previous study by the NTSB of FATAL weather-involved general aviation accidents revealed that from 1964 through 1974, 36.6% of all fatal accidents in general aviation were weather related accidents.

Weather is IMPORTANT to the pilot. Get a good weather briefing before you fly and never underestimate the value of adequate preflight planning. Work toward to necessary knowledge and skill and use

good judgment.

A Safe Flight is Planned--Safety Is No Accident!!

DON'T LET THIS HAPPEN TO YOU

In the March 2, 1976, issue of Flight Line Times, aviation accident prevention specialist, Gene Morris, described two rather bizzare incidents which dramatically illustrate the point of this article.

Incident number one occurred some years ago when an Aeronca manager to take off while dragging half a concrete block attached to its tail by a 15 foot length of rope. Needless to say, the landing phase of that senario was less than precise.

Incident number two occurred more recently and involved a Cessna 172 which was somehow able to successfully take off and land with a "handling fork" still attached to its nose gear.

Both incidents share a common cause factor--improper preflight planning.

According to an NTSB report entitled "U.S. General Aviation Takeoff Accidents: The Role of Preflight Planning", takeoff accidents caused by improper preflight procedures accounted for 19% of all general aviation accidents and 16% of all fatalities during the period 1970-1974. Translated into figures, the numbers become 4232 accidents and 1110 lives.

Ten in every 100 takeoff accidents prove fatal and the percentage of fatal takeoff accidents rose from 12% in 1973 to 15% in 1974.

Student pilots have a significantly better record than the more experienced private pilot group because they are still supervised and the basics of sound preflight discipline are still stressed.

For new private pilots (100 hours or less) the accident rate remains at approximately the same level as with the student group since the new pilot is still

cautious and adheres to his student training.

The takeoff accident rate peaks for pilots with more than 100 hours but less than 300 hours. Perhaps in this 100 -- 300 hour category, a pilot's confidence exceeds his actual ability, or he may not as yet gained the experience to correctly evaluate all conditions which affect the performance of his aircraft.

As FAR 91.5 Preflight Action very clearly states: "Each pilot in command shall, before beginning a flight, familiarize himself with all available information concerning that flight." The word "all" cannot be over-emphasized.

The NTSB report cited throughout this article concluded as follows: "Traditionally, pilots have emphasized the planning of the enroute and approach/landing phases of flight. They study the weather as their destination, the route to be taken, the enroute and terminal facilities, applicable altitudes, the enroute weather and fuel consumption. However, accident data indicate too little preparation is made for the actual takeoff of the aircraft."

"Aviation Insurance News"----

REVOCATION OF RESTRICTED AREAS

An amendment to Part 73 of the Federal Aviation Regulations has revoked Restricted Areas: R-3201 Arco, Idaho; R-6004 Savannah River Plant, S.C.; & R-6715 Richland, Washington.

These restricted areas were designated a number of years ago for use of the Atomic Energy Commission (replaced by the Energy Research and Development Administration (ERDA)). Air safety considerations initially required that airspace over those locations be restricted because of possible exposure of overflying aircraft to nuclear radiation. The Energy Research and Development Administration is in agreement that these

restricted areas can no longer be justified on the basis of hazards to overflying aircraft. Accordingly, the Federal Aviation Administration has determined there is no longer any aviation safety requirement to restrict use of the airspace over those ERDA facilities.

This amendment relieves a restriction on the public and it is a minor amendment upon which the public should have no particular reason to comment. Therefore, notice and public procedure thereon are deemed unnecessary. As this action relieves a burden on the public, it may become effective upon publication in the Federal Register without regard to the statutory period of 30 days preceeding effectiveness.

In consideration of the foregoing, Part 73 of the Federal Aviation Regulations is amended, effective upon publication of this amendment in the Federal Register, as hereinafter set forth.

1. In §73.32 (41 FR 673) R-3201, Arco, Idaho is revoked.
2. In §73.60 (41 FR 693) R-6004 Savannah River Plant, S.C., is revoked.
3. In §73.67 (41 FR 698) R-6715 Richland, Washington is revoked.

This amendment is made under the authority of Sec. 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348(a)) and Sec. 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

SAFETY IS NO ACCIDENT

town Greenville - Air Show, Boys Home of the South; September 26, Eagle Aviation, Columbia Metropolitan; October 10, Spartanburg, OrrCo; and on October 24, Orangeburg for the election of officers.

WE'VE GOT TO WORK TOGETHER

Paul Poberezny said it in more or less this way, "we've got to work together, all the state aeronautics commissions need our support!"

Speaking at State Aeronautics Day, held August 5, during the Experimental Aircraft Association's (EAA) annual convention in Oshkosh, Wisconsin, Mr. Poberezny was emphatic in stressing the need for cooperation between the EAA chapters and their state legislative agencies. "We need to have legislation that will eliminate the unjust constraints put on sport aviation," he said.

Echoing his sentiments, Henry A. Kazimier, Director of the Aeronautics Commission of Indiana spoke for the visiting aeronautics Directors and the National Association of State Aviation Officials (NASAO) saying, "it is the role of the state aeronautics commissions to provide the best possible environment for the operation of each segment of the aviation industry and to serve as a unifying force in the communication of needs within that industry. Only by communicating these needs among ourselves and to the general public, state legislators and congressmen can we progress toward our goal of continued growth of our industry."

Seventeen state aeronautics directors and members of their staffs attended the special day sponsored by the EAA to "promote increased understanding between those interested and active sport aviation and the state aviation agencies."

Those attending from South Carolina were: Joe Wilder, Chairman of the S.C. Aeronautics Commission, David Harter, Mr. and Mrs. Wilson Buie, John Hamilton Director of the Aeronautics Commission, Jack Barry, and Ty Lee.

NORTH CAROLINA AERO CLUB

September 18-19 is The Fly-In to Manteo for a joint meeting with First Flight Society. This takes the place of the December meeting and will enable the North Carolina Aero Club to attend the commemorative program at Wright Memorial Museum Sunday AM. Sunday midday there will be a special buffet luncheon and meeting at the Ramada Inn at which time "Airmen of the Year" awards will be made. This year is the 50th anniversary of commercial flight and an especially significant time. Do plan to attend this meeting at the shrine of First Flight. Motel accommodations must be arranged well in advance. The Ramada Inn at Nags Head will be headquarters hotel. Try for reservations here. If unsuccessful, the Sea Oatel and Seafoam Motel are nearby. The Holiday Inn is farther away but would be suitable.

SOUTHERN AIRWAYS

Southern Airways, Inc. monthly passenger boardings in Columbia increased more than four-fold in July, according to Gary F. Baker, Southern's local manager.

Baker attributed the gain to Southern's new service to St. Louis and to Charleston. The St. Louis flights also link Columbia with Greenville/Spartanburg and Memphis.

FLIGHT INSTRUCTOR REFRESHER

The Annual Flight Instructors Refresher Course sponsored by the South Carolina Aeronautics Commission and the AOPA Air Safety Foundation in cooperation with the Federal Aviation Agency, will be conducted on October 19, 20 & 21 at the Quality Inn on Broad River Road at I-20 in Columbia, S.C.

The Course will be presented by the Flight Instructor Refresher Team from the FAA academy at Oklahoma City and by other leaders in the aviation field.

If you are a candidate for a rating or a renewal, or are interested in an excellent refresher course, you will find this seminar of real value. Your flight instructor certificates with all ratings will be revalidated at the discretion of the FAA upon satisfactory completion of the course. A standardization ride will be required if your certificate has expired.

The fee for the 3-day course is \$35.00 which includes all texts and materials.

AOPA GROUND SCHOOLS

The AOPA Air Safety Foundation's nationally acclaimed Ground Schools are coming to Columbia, South Carolina September 10-12, 1976 at the Quality Inn on 1029 Briargate Circle off I-20 at U.S. Highway 176.

Here is an excellent opportunity to step up to that next higher certificate or rating. The AOPA Air Safety Foundation, which pioneered the concept of concentrated ground schools, now offers you this fine chance to complete your aviation classroom education in a single weekend in or near your hometown! Join the more than 35,000 men and women who have successfully prepared for FAA written examinations by taking one of the Foundation's concentrated ground school courses.

The following courses will be offered in your area: Private/Commercial Pilot Written Examination Course, Instrument Rating/Instrument Flight Instructor Rating Written Examination Course.

FAA written examinations are available at the same location on the morning of the fourth day. The courses are open to ALL pilots. You do NOT have to be an AOPA member to enroll. Each student completing a course in preparation for an FAA written examination will be given a Course Completion Certificate which satisfies the requirement specified in Part 61.35 of the Federal Aviation Regulations.

For reservations or further information concerning these courses, call 800-638-0853 TOLL FREE! We look forward to receiving your course reservations and to getting you started on that next higher certificate or rating.